

The Projected Line from London to York.—Three lines have been projected direct to York, and all of them cross the head of the Hull and Selby Railway. The first, Walker's Bill, was intended to commence at Cambridge, and proceed to York by way of Lincoln.

The cost of this line, which it was proposed should join the Northern and Eastern Counties Railway at Cambridge, was estimated at 4,600,000. This line, however, according to the most authentic information of which we are in possession, may be considered abandoned. The second project sets out in the direction of the Great North-road from London, Barnet, Hatfield, Hertford, St. Neot's, Huntingdon, Stamford, Ryhall, Corby, Grantham, Newark, Gainsborough, and Doncaster, to York. This line would pass about thirteen miles from Lincoln, which would be connected with the main line by a branch railway.

The third proposed line, and the most likely to be adopted, is that laid down by Sir John Rennie. This line would commence near King's Cross in the New-road, the most central situation in the metropolis, both as regards the west-end and the city, proceed through Chipping Barnet, Biggleswade, St. Neot's, Huntingdon, and Peterborough, between Market Deeping and Stamford, a little west of Bourne, and pass within five miles of Stamford and Grantham to Lincoln, and thence direct by Gainsborough, Thorne, Smith, and Selby, to York. It is said this line would be the nearest route to Leeds, Selby, Hull, Halifax, Bradford, Huddersfield, Wakefield, Pontefract, and Sheffield. It is considered that this line may be constructed at a moderate expense, that the fares will be proportionably less, and that an ample profit would be realized by the shareholders. But these are not the only points which ought to be taken into account; the probable benefits or losses of the towns along the line or in its neighbourhood ought to be considered. But no doubt the projectors of this line take care, if they are determined to carry it out, to make such deviations as shall meet the wishes of the towns on the Great North-road, and at the same time tend to augment the profits of the shareholders.

Manchester and Leeds Railway.—It was stated by Captain Laws, R.N., in his evidence before the committee of the House of Commons on the Hull Docks Bill, that the warehouses of the Manchester and Leeds Railway, at Manchester alone, comprise six acres of flooring. In their various warehouses along their line the company have had flour at one time, in sacks, which, when ranged together, extended over eleven acres of ground. The recognizances of the engineer of the Manchester and Leeds Railway, who, it will be remembered, was indicted, and very heavily fined, for violating the Act of Parliament in stopping a public road, was on Wednesday discharged in the Court of Exchequer. General Pasley has certified that the road is completed, and that it affords greater facilities to the public than before.

The Eastern Union Railway.—The report of the committee on this Bill was agreed to in the House of Commons, on Tuesday week last. Some delay has been occasioned in consequence of it having been found necessary to deviate from the proposed line at Brantham, and the third reading will not be moved until the proper notices have been published in the Gazette.

The Leeds and Thirsk Railway.—In the committee on the Harrogate and Knaresborough Railway Bill, Mr. Locke, C.E., proved that the tunnel, a mile and an eighth long, which is proposed to be made on the Leeds and Thirsk line, would cost more than the entire construction of the Harrogate and Knaresborough line.

German Railways.—A letter from Berlin states that the responsible principals of the company for the intended railroad from Potsdam to Magdeburg are the Princes Frederick, Charles, and Albert of Prussia, and M. Jacob, a cloth-manufacturer, of Potsdam. The cost of the road is estimated at four millions of thalers (15,200,000*fr.*). The company engage to take only five per cent. interest for their capital, and to devote the surplus profit to works of charity.

Rating Railways to the Poor-Rate.—The Court of Queen's Bench has, after deliberate argument and much consideration, decided (in the case of the *South-Western Railway Company, Appellants*, and the parish of *Mitcheldever, Respondents*), that railways are rateable to the poor-rate in respect of *de facto* occupation; or, in other words, that the rate shall be assessed on the general amount of the profits which a railway company receives from the occupation of its own railway, and to an exclusive use of it, and not on the amount of certain tolls which have been fixed by statute, as payable by all carriers for the use of the railway.

Railway from Inverness to Perth, by Bordon.—At a very numerous meeting, held at Bordon, last week, Major Macpherson, Glenelg, through whose estate the projected line of railway must pass for several miles, publicly announced that, provided the other proprietors in the Highland districts along the line agree to do so, he will be ready to give the requisite ground on his property without making any charge.

Worcester and Cardiff Junction Railway.—A meeting was held at the Castle Inn, Merthyr Tydfil, on Monday, the 27th ult. when it was unanimously agreed that this railway would prove of the greatest possible advantage to Merthyr, and all the towns on the line, and also to all the country through which it will be taken.

The opening of the West London Railway took place on Monday week. The line commences at the basin of the Kensington canal, south of the Great Western-road, under which it passes, from whence it proceeds across the Great Western Railway at Kensal-green, and thence passing under the Paddington Canal, joins the London and Birmingham Railway.

Bristol and Gloucester Railway.—This line of railway will be opened throughout to Gloucester, on Monday, the 1st July next.

The South Eastern Railway Bill was on Friday week read a third time in the House of Commons, and passed.

TRUSSED PILES.

Sir,—I beg to submit to you a method of equally distributing the weight of those buildings which, from the nature of the ground, require to be erected upon piles; for this purpose I propose trussing the piles with iron arms, as shewn in the annexed sketch, which will more clearly illustrate my proposition. If this object be thus attained, it would undoubtedly prevent the possibility of a partial settlement, the evil consequences of which are too well known to require comment.

P P P (Fig. 1) represent the piles; *b b b*, flat

iron bars attached to their heads, *h*: at the top of these bars, eyes are to be formed, to which the arms, *a a a*, are to be secured with bolts and nuts. These arms will rest at bottom in shoes, with the exception of those attached to the outer row of piles, which are intended (as will be seen in the sketch) to be secured at both ends, to preserve them in a perpendicular position, in case of a general settlement. On one side of each of the arms a feather should be cast, to resist any tendency to knuckle which the weight upon them might produce. Fig. 2 shews the general arrange-

ment. The ground is to be excavated to the depth of about 2 feet below the intended level of the first course of stones or bricks, and the requisite length of the piles first ascertained by driving a common one in the greatest possible depth. The length should be such that the tops of them (or that part to which the iron-work is fixed) shall be wholly above the ground-level after the excavation; by this means the arms will be fixed without difficulty: the spaces between them will then be filled up with concrete, forming one solid bed.—I am, Sir, yours, &c.,

R. C. W.

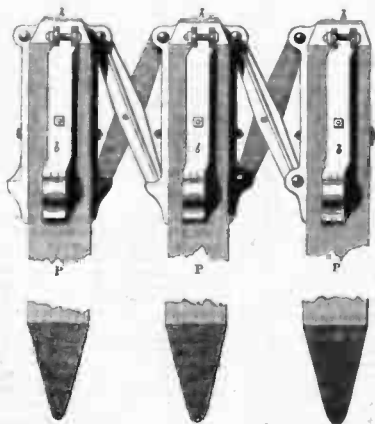


Fig. 1.

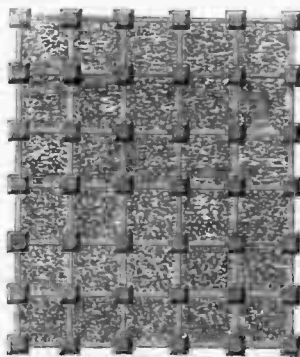


Fig. 2.